



The new log structure built for The Squaw Peak Steakhouse in Provo Canyon.

Live Entertainment

Big Log Structure Built For Restaurant in Provo Canyon

The Squaw Peak Steakhouse, a family dining restaurant located in Provo Canyon, recently opened with two local businessmen as owners and managers.

Frank Horton and Tom Stubbs serve as partners and cooks for the new dining spot, at the location known as Wick's in the canyon and on the site of the River Bend establishment which burned down some time ago.

The owners said they had been contacted by a representative of the Guinness Book of Records, who said following an investigation that he believed it to be "the largest log cabin structure in the world."

When questioned by the Herald about Old Faithful Lodge in Yellowstone Park, as an example, which is many times larger than the Provo Canyon structure, Stubbs said he was told that the Old Faithful Lodge had been added on to, and was not that large in the beginning.

Regardless of what some might term a conflicting

claim as to its physical size, the Squaw Peak Steakhouse features huge T-bone steaks, ranging from 12 to 32 ounces, and a variety of other foods on the menu. Facilities are available for groups to be handled separately in the large dining area, said Horton.

The steakhouse will accomodate about 300 to 350 persons. Open pits allow patrons to view steaks being cooked according to specifications, said Horton.

"We want it to be a family steakhouse, not a tavern, honky tonk or bar. No beer is served. Entertainment is staged Thursday through Saturday with blue grass music, country western and dancing if wished."

The entertainment Thursday is amateur night, but the other nights, local talent hired on a professional basis will perform, said Horton.

The big log structure has 6,000 square feet inside.

Commodities and Produce Quotes

Gold Prices

NEW YORK (UPI) — Foreign and Domestic gold prices in dollars per troy ounce Friday.

London

Morning fixing 675.00 up 22.00.
Afternoon fixing 676.00 up 23.50.

Paris (free market) 668.65 off 7.67.

Frankfurt 677.18 up 4.84.
Zurich 676.00 up 23.00.

New York

Handy and Harman 676.50 up 23.50.

Engelhard, base price for refining settling and unfabricated gold 678.20 up 23.55 per troy ounce. Selling price, fabricated gold 701.95 up 24.39 per troy ounce.

Metal Prices

NEW YORK (UPI) — Latest metal market prices as quoted Friday by the American Metal

Market, authoritative metals publication:

Aluminum, primary, 99.5 per cent plus pure 50 lb. ingots 66.00-66.50 c lb.

Antimony, domestic, refined in alloy, 200.00-200.02 c lb.

Copper, electrolytic, delivered U.S. 122.625-132.25 c lb.

Lead, common, U.S. primary producers 50.00-52.00 c lb.; U.S. non primary (secondary) producers 50.00-52.00 c lb.

Magnesium, 99.8 per cent, ingot 109.00 c lb.

Manganese, 99.9 per cent boxed regular 62.00 c lb.

Mercury, \$395.00-\$410.00 76 lb. flask.

Nickel, electrolytic cathodes, f.o.b. Port Colborne, Ont., \$3.25 lb.

Palladium, N.Y. Am. Met Mkt. dealer \$230.00-\$235.00 per troy ounce.

Platinum, soft, 99.5 fine, producer \$420.00; dealer approx., \$830.00-850.00 per troy

ounce.

Steel, No. 1 heavy melt scrap — Pittsburgh \$107.00-108.00 per ton (consumer buying price); Am. Met. Mkt. composite scrap price \$100.66 per ton.

Tin, N.Y. Am. Met. Mkt. ex-dock 786.25 c lb.

Tin, N.Y. Am. Met. Mkt. alloyer price 841.25 c lb.

Tungsten powder (H-Red), 98.8 per cent minimum pure \$13.90 per lb.

Zinc, prime western, U.S. 37.50 c lb.

Silver Prices

NEW YORK (UPI) — Handy and Harman Friday quoted silver at \$34.80 per fine ounce up \$0.80.

Engelhard quoted a silver base price of \$34.452 up \$0.792 and a price for fabricated silver of \$36.672 up \$0.843.

Denver Produce

DENVER (UPI) — Potatoes Friday: Market steady. 100 sacks washed U.S. No. 1.

unless otherwise stated. Colorado Round Reds one lot 10 2 1/2-3 1/2 inch 8.00, few occasionally 11.25; 50-lb. 2 1/2 inch 4.50-5.00; film bag 5 1/2

baled 4.25, 20 lb. U.S. No. 1 loose 1.25; Russets film baled 10-lb. baled non-size A 3.50 lb. U.S. 2 loose 1.25, 10 Russets 10-oz. minimum 1

12.10, few 13.50-14.50; 50 carton 60s 7.95, 70s 7.95-8.50, 90s 7.75-8.75, few 9.75, 100s 7.50; 100s 6.80-7.95, few North Dakota Round Reds 3 1/2 inch minimum 9.00.

Gas-Saving Tougher For U.S. Than World's Other Countries

By LeROY POPE
UPI Business Writer

NEW YORK (UPI) — In trying to get the states to come up with effective energy conservation plans President Carter again will learn it's a lot harder to save gasoline in the United States than elsewhere in the world.

It was done during World War II but only at the cost of shutting down automobile production, delaying growth of the infant airlines and imposing a tight coupon rationing that limited most ordinary motorists to about 100 miles a week.

In peacetime, the huge domestic petroleum production makes conservation more difficult psychologically.

Also, Americans have dismantled the vast public passenger transportation system that was still very busy and in good shape during World War II. True, it has been replaced to some extent by a big airline network but the airplane is no good for shorthaul transport.

To rebuild the public transportation network now would be extremely difficult, expensive and time consuming because distances have been stretched by the flight of population and industry from the cities to the countryside and the shift of vast segments of the nation to the Sunbelt and the west coast.

has even vaster geographic distances and its per capita consumption of gasoline has been kept very low and its public transportation network has been steadily expanded and improved.

The OCED figures are for 1977, the latest available year, and they show the U.S. was consuming 513 gallons of gasoline per capita annually. Canada's consumption was 395.6 gallons and Australia's 265. The highest consumption in Europe was Sweden's 150.2 gallons; the lowest Greece's 45.3.

Typical of the developed European countries is France's 113.3 gallons. France is not a small country but by American standards its distances are short. Accordingly, the French still rely on a nation to whom the automobile is in the main a luxury, not a necessity.

In the cities and in the country, the French still travel mainly by train, bus and bicycle. France has improved its elaborate railroad network in recent years. The Paris subways have been extended far out into the suburbs.

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3 Money-Saving Ideas